

**FINAL Minutes of the April 2, 2013, Special Meeting of the
Midway Noise Compatibility Commission**

The Midway Noise Compatibility Commission ("Commission") Special Meeting was held April 2, 2013, at the Midway Airport Maintenance Complex ("AMC"), 6201 S. Laramie Avenue, Chicago, Illinois.

Chairman Thomas Baliga called the meeting to order at 6:35 p.m.

The following members were **present**:

Mayor Harry Klein – Burbank
Tom Sheahan – Lyons (*Representing Mayor Christopher Getty*)
Larry Gryczewski – Bedford Park (*Representing Mayor David Brady*)
Frank Damato – Unincorporated Cook County (*Representing County Board President Toni Preckwinkle*)
Gail Conwell – Chicago Ward 13
Nance Dulaj – Chicago Ward 13
Kenneth Pannaralla – Chicago Ward 13
Stan Lihosit – Chicago Ward 14
Samuel Rivers – Chicago Ward 15
Thomas Baliga – Chicago Ward 23
Joseph Loduca – Chicago Ward 23

The following members were **not present**:

Trustee Norma Pinion – Bridgeview (*Representing Mayor Steve Landek*)
Terry Higgins – Cicero (*Representing Mayor Larry Dominick*)
Mayor Richard Grenvich – Forest View
Trustee Cody Mares – Stickney (*Representing Mayor Daniel O'Reilly*)
Chet Strzelczyk – Summit (*Representing Mayor Joseph Strzelczyk*)
Anthony Philbin – Chicago Ward 18
Christopher Koczwarra – Chicago Ward 23
Michael Boland – (*Representing Commissioner Rosemarie Andolino*)

Also present:

Aaron Frame, Assistant Commissioner – Chicago Department of Aviation
Forest Lombaer, Chief Assistant Corporation Counsel – Chicago Department of Law
Jeffrey Jackson, Project Manager – Landrum & Brown
Marcie Vasta, Administrative Assistant – Residential Sound Insulation Program

Quorum was met with 11 of the 19 members present.

(*Note to reader:* Throughout these meeting minutes, all references made to the 2012 noise contour and the 2018 noise contour should be construed to mean the Draft Existing Conditions (2012) Noise Exposure Map and the Draft Future Conditions (2018) Noise Exposure Map, respectively, as presented in the Draft Part 150 Update.)

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NEW BUSINESS

A. Commission Member Discussion of the Draft Part 150 Update

Noise Contours

Assistant Commissioner Aaron Frame stated that the purpose of the meeting was to record the members' thoughts on the new noise contour and the Draft Part 150 Update. He stated that the public comment period ends Friday, April 5th, and the Commission has until April 20th. Once all Commission comments are submitted, reviewed and responded to, the finalized document will be signed by Chairman Baliga and forwarded to the FAA.

The Welcome handout distributed at the Public Hearing held on March 21st, was used as the reference for the overview provided by Mr. Jeffrey Jackson of Landrum & Brown and the discussion that followed.

The purpose of the Part 150 Study is to identify noise impacts and to develop options to help minimize those impacts. The Part 150 has not been updated since 1993. The Residential Sound Insulation Program is included in the current update and, once approved by the FAA, will qualify for federal grant money.

Mr. Jackson discussed the content of the noise contour and impact boards displayed. He explained that the FAA requires a comparison of the current 2012 contour and future 2018 contour. The FAA states that to qualify for funding, noise mitigation must be made toward the future conditions. The new 2018 contour is smaller than the 2004, but larger than the 2012. In the 2012 contour there was a total of 7,208 homes whether insulated or not. The 2018 contour has a total of 8,371 homes.

Quadrant maps were discussed. The 2018 contour will include all residential dwelling units inside the 65 DNL. This will include housing not included in the past; examples are rental units, buildings with five units and up regardless of ownership or who resides there, and mixed use (residential above commercial property). The 2018 contour will also include the 4800 blocks of Keeler, Kedvale, and Karlov along with homes on 49th Street at Pulaski.

The shape of the 2018 contour has changed because the FAA is implementing new flight procedures including NextGen. This will result in new runway use. The contour is larger due to an approximate 16% increase in operations.

Part 150 is divided into two parts, the Noise Contour and the Noise Compatibility Program.

Mr. Joe Loduca asked how the increase in operations is predicted. Mr. Jackson replied that the FAA forecast is used to determine the increase.

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Regarding the 2018 contour, Chairman Baliga asked if there is a process used to insure that there are no errors in the final outcome. Mr. Jackson's response was that reliance is on the FAA for the future fleet mix along with runway use. Currently 22L does not have a precision landing approach but once the NextGen procedures are implemented, there will be more arrivals on 22L.

Chairman Baliga stated that the northeast and southwest areas of the 2018 contour appear to deliberately exclude Burbank, Bridgeview and Bedford Park. Mr. Jackson replied that the accuracy of the contour was confirmed by the FAA and Mr. Frame stated that five different FAA offices provided the input.

Ms. Gail Conwell asked if the FAA requires two lines for landing purposes in the northeast quadrant. Mr. Jackson stated that there are three, which is a result of the new NextGen procedures.

Chairman Baliga asked what the recourse would be if actual flight operations prove different from the 2018 projection. Mr. Frame responded that contours are approved for approximately five years, thus the 2018 contour would remain in effect. Mr. Jackson mentioned that only if something were to significantly change would the FAA consider reevaluating the contour, such as if a large number of unexpected increases in operations occurred or if there were consistent changes in runway use that differed from what was forecasted. He suggested that this would be an appropriate formal comment for the Commission to include.

Chairman Baliga asked how complaints regarding noise impact coming from the southwest and northeast quadrants would be quantified. Mr. Frame suggested there be continuous observation of the monitors in Burbank and Bridgeview. Mayor Klein inquired about length of time before changes would be addressed and Mr. Jackson replied that the FAA would have to provide that information. Mayor Klein asked what would be considered significant. Mr. Jackson responded that FAA considers a 1.5 dB increase in noise inside the 65 DNL and a 3 dB increase outside.

Ms. Conwell asked if 31C will remain the primary departure runway and Mr. Jackson confirmed that it would. Due to the procedure changes, 13C would also be used more frequently in the future.

Mayor Klein asked if it would be advisable to move the monitor because the contour shows traffic further west of Burbank and the monitor location is a mile or two east. Mr. Jackson's response was no. Before and after readings are what is looked for and the degree they move up and down.

Chairman Baliga asked when the flight path changes will start taking place. Mr. Jackson said the soonest would be in late June of this year if the FAA environmental assessment has been approved. Chairman Baliga suggested that

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this be a regular CDA discussion point on the quarterly meeting agenda until the changes have been implemented.

Mayor Klein asked for an overlay of the two contour maps for contrast purposes. Mr. Frame will provide the Commission with the overlay.

Ms. Conwell inquired if there was a protocol in place for addressing noise issues not coinciding with what was forecasted in the contour. Mr. Frame responded that issues were covered quarterly and the FAA receives a copy of that report. If the issues become recurring, the City would look into the issue further and determine if it would be considered a short-term situation or a long-term trend. If the City cannot provide answers, FAA Airport and Air Traffic staff can provide a presentation explaining why the results are recurring. If it is a long-term trend, a formal inquiry letter could be sent to the FAA.

Mayor Klein inquired about the 16% increase in operations year by year. Mr. Jackson directed the members to page 10 of Appendix D of the Draft Part 150 Update.

B. Discussion of the Welcome Handout

Noise Compatibility Program Measures

The measures are comprised of four sections: Continued Measures, New Measures, Completed or Withdrawn Measures, and Not Recommended Measures.

- **Continued Measures**

Referencing #5 in Continued Measures, Mr. Samuel Rivers asked about the School Sound Insulation Program specifically no schools meeting eligibility requirements. Mr. Jackson and Mr. Frame responded that there are no additional schools in the 2018 contour that currently fall within the 60 DNL that have not already been insulated.

- **New Measures**

These are currently implemented.

* See below for further detailed Residential Sound discussion.

- **Completed or Withdrawn Measures**

Chairman Baliga requested clarification of the mandatory phase out. Mr. Frame responded that congress required conversion to Stage 3 aircraft in 2000. Conversion was completed before the mandatory phase out deadline.

Mr. Lihosit asked if the current 1996 cutoff date would change in the new contour. The response was that would be determined by the FAA.

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- **Not Recommended Measures**

Chairman Baliga asked for definition of avigation easement in #2. Mr. Jackson replied that it is an agreement of the homeowner to give up the rights of the airspace above their property when sound-insulating their home.

Draft Flight Procedures Environmental Assessment (EA)

Future runway use, fleet mix and use of new and conventional procedures are contained in the Draft EA.

How to Comment on the Noise Compatibility Study

Locations for viewing the document and methods for submitting comments are provided. April 5th is indicated as the deadline for public comment submittals.

Next Steps

All comments, including the Commission's, will be reviewed and incorporated into the Final Part 150 document and submitted to the FAA. FAA approval is anticipated in late 2013. Following the FAA's approval the Commission will adopt the new contour.

*** Residential Sound Discussion**

The FAA has been informed that there are 8,371 homes in the 2018 contour. Of those homes, 5,579 have been sound insulated, 85 are in progress, 1,178 were previously dropped (with possibility of renewed eligibility) and 1,529 are newly eligible. The eligible properties in the worst noise areas will be done first over the next three years.

The FAA requires that only homes within the 65 DNL be included in the Part 150, which excludes block-rounding from the document. The Commission will request to continue block-rounding in their comments.

Now with federal funds, any changes to the 1997 eligibility cut off year would be determined by FAA.

The current contract bidding procedures will remain in place and FAA will not be involved in option packages.

The current exclusion of non-building code compliant property will remain in effect. The CDA and the Department of Law will clearly define non-compliance.

Regarding the sound insulation of townhomes and condos, the condo association or board must make the call, not the Commission. They must decide whether all units will be sound proofed or none at all and what option package is chosen. Regarding apartment buildings, one owner makes the decision for the whole building.

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Homes immediately outside of the contour and not included in block-rounding can consult the Sound Insulating Your Home handbook for guidelines for having the work done themselves.

Commissioner Baliga asked if there were any additional questions. With no other business, he asked if there was a motion to adjourn, which was made by Mayor Klein and was seconded by Ms. Conwell. The motion passed.

MEETING ADJOURNMENT

Chairman Baliga adjourned the meeting at 8:17 p.m. and informed all those present that the next meeting of the Midway Noise Compatibility Commission will be held on Thursday, April 25, 2013, at 6:30 p.m. at The Mayfield, Chicago.